

must either admit the remark made by the Auditor General or should say that the remarks of the Auditor General are unfounded. The blame must be with the Railway's Security Force. Therefore, Sir, the Railway Ministry must take either one stand or the other.

SHRI MALLIKARJUN: The reality cannot be ignored. How can we disagree with the Auditor General's report? Proper action, effective action is being evolved.

SHRI N. K. P. SALVE: Whereas I take the threat of improvement very seriously, the malaise of the Railways is that the overall accounting system which they follow is one of the most obsolete, outdated and antiquated systems...

SHR PILOO MODY: Soliciting is not permitted in Parliament.

SHRI N. K. P. SALVE: I am not asking them to take my expert services. Now, there is a modernisation in accounting through computerisation; otherwise, we would not be taken care of by such a vast organisation. May I know whether any endeavours are being made towards computerisation of the entire accounting system of the Railways, without which this malaise can never be taken care of?

SHRI MALLIKARJUN: As a consequence of the advancement in science, definitely the Railways would like to utilise the benefits of computerisation, whether in relation to reservations or any other matter, and Railways as one of the organs of the Government, would also utilise the virtuous potentialities of computerisation.

*189. [The questioners (Shrimati Pratima Bose, Shrimati Pratibha Singh and Shrimati Maragatham Chandrasekhar) were absent. For answers vide cols. infra.]

*190. [The questioner (Shri F. M. Khan) was absent. For answers vide cols. infra.]

[The question was actually asked on the floor of the House by Shri N. P. Chengalraya Naidu.

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Improvement in Wagons Movement

*191. **SHRI K. L. N. PRASAD:**
SHRI N. P. CHENGALRAYA NAIDU:†

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that wagons' movement in Railways has not improved in April, 1980 as compared to March, 1980;

(b) if so; what were the main reasons for the same;

(c) whether it is a fact that in spite of the measures taken to improve the wagon movement, there has been no improvement in the situation;

(d) if so; what are the main reasons therefor;

(e) what are the other steps Government are likely to take to improve the position in June;

(f) whether the Railway Ministry has taken a clearance to provide more wagons for transportation of coal to the power houses;

(g) if so; how many more wagons have been provided for May and June; and

(h) whether the Food Corporation of India has also been provided sufficient wagons to transport foodgrains lying in grain markets?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN). (a) and (b) A Statement is laid on the Table of the Sabha.

Statement

(a) to (d) The wagon loading in April 1980 was about 91 per cent of performance in March, 80 and followed the same trend as existing every year in these two months. The following factors affected the wagon movement in a larger measure in April as compared to March, 1980:—

(i) Heavier incidence of interruption to power supply in Bengal Bihar.

(ii) More frequent interruptions to train movement in North Eastern States due to Assam agitation.

(iii) Severer summer conditions.

(e) Improvements are anticipated after the onset of monsoons and resultant stepping up of hydel generation and more power availability.

(f) Greater emphasis was placed on the movement of coal to power houses to help alleviate the distress caused by the power cuts.

(g) About 450 wagons more of coal has been provided during May and June (upto 10th) to the power Houses as compared to corresponding period of last year.

(h) Yes.

SHRI N. P. CHENGALRAYA NAIDU: Sir, is the slow movement of wagons due to the sanction of bonus to the railway employees?

SHRI MALLIKARJUN: Sir, I cannot see any relation between the movement of wagons and the bonus given to the railway employees.

SHRI N. P. CHENGALRAYA NAIDU: Sir, my second question is this. He has said that coal is moving. Actually, from Kothagudem and Ramagundam, coal is not at all moving. In Karnataka, in Bangalore, they are not receiving. In the southern districts of Andhra Pradesh, they are not receiving. In Tamil Nadu, they are not receiving coal. There is no movement. Even if there is one rake, the Railways take over that rake. They do not allow it to go to the consumers. This is happening. Sir, will the hon. Minister at least take some interest and see that some rakes are given to the South, at least twice a month? For the last three months, they are not giving. Again, Sir, from the South we have to send mangoes and other perishable fruits to the North. Wagons are not available in the South to send mangoes to the North. Will the hon. Minister attend to these two things?

SHRI KAMLAPATI TRIPATHI:

If I get some information about it, I will make arrangements. I can tell you, Sir, that more wagons are now being used to move coal to the power houses. Quite a big number is engaged in that. It may be that, in some sectors, in some areas, there may be some difficulties. If I get the information, I will make it alright.

MR. CHAIRMAN: About the mangoes?

SHRI KAMLAPATI TRIPATHI:

Mangoes, bananas, oranges and so on. We have made arrangements for that. If I get the information, I will do it.

SHRI BHUPESH GUPTA: Our problem is not only wagons, but our problem is over-crowding in the bandwagons.

MR. CHAIRMAN: What did you say? I could not hear.

SHRI NAGESHWAR PRASAD SHAHI: Private bandwagons.

MR. CHAIRMAN: That is an aside.

श्री श्यामलाल यादव : सभापति महोदय, मैं मंत्री महोदय से दो बातें जानना चाहता हूँ। यह बात सही है कि पिछले दो तीन महीनों में कोयले की दुलाई में तेजी आई है। लेकिन अप्रैल से मार्च के बनिस्बत क्यों गिरावट आ गई? दूसरा यह कि क्या इसका यह कारण है कि जितने वेगन्स रेलवे को चाहिए जैसे टैंकर चाहियें, पेट्रोलियम प्रोडक्ट्स ढोने के लिए चाहिएं इनकी रेलवे के पास कमी है? चूंकि पेट्रोलियम प्रोडक्ट्स आसाम से ढोने के लिए ज्यादा वेगन्स की जरूरत पड़ेगी। मैं यह जानना चाहता हूँ कि क्या यह सही है कि रेलवे के पास विभिन्न प्रकार के वेगन्स की कमी है? यदि कमी है तो पर्याप्त वेगन उपलब्ध कराने के लिए रेलवे ने क्या योजना बनाई है?

श्री कमलापति त्रिपाठी : रेलवे वेग्स की कमी भी है। जितनी जरूरत पड़ गई है उसके हिसाब से इसकी कमी महसूस हो रही है। वेग्स को खरीदने के लिए हमने आर्डर प्लेस कर दिए हैं। जितनी भी कम्पनियां है उनके ऊपर आर्डर प्लेस कर दिए हैं कि जल्द से जल्द वेग्स बना कर हमें दे दें। असल बात यह है कि आवश्यकता बढ़ गई है इसलिए कमी हो गई है। पावर हाउसेज को कोयला ढोने के लिए 1979 में 2900 वेग्स पर डे लगी हुई थी और आज 3300 वेग्स पर डे पावर हाउसेज को कोयला ढो रहे हैं। करीब 400-500 वेग्स पर डे और लगे हैं। हम सारा फूड स्टाफ भी ड्राऊट एफेक्टेड एरियाज में ले जा रहे हैं। ड्राफ्ट एफेक्टेड इरियाज में पानी भी ले जाया जा रहा है। तमाम खाद्य सामग्रियां आसाम और नार्थ ईस्टर्न इलाकों में भेज रहे हैं। इसलिए हमारे पास वेग्स की दिक्कत हो गई है। इसलिए प्राइवेट ट्रेड को हम कम दे पा रहे हैं और प्रायटी सेक्टर को दे रहे हैं। फिर भी हम देखते हैं कि जहां आवश्यकता होता है उसको हम कर देते हैं। हमको अगर सूचना मिलती है कि यहां वेग्स चाहिए क्योंकि संतरा ले जाना है, आलू ले जाना है या महाराष्ट्र से आया प्याज ले जाना है या कहीं से नारंगी ले जानी है तो इसके लिए इंतजाम कर देते हैं कि कच्चा माल जल्दी ढोया जाये।

SHRIMATI MONIKA DAS: Sir, some railway wagons, coal wagons, are lying there at Renigunta for the last six months. Why does the Minister at least not enquire about it?

श्री कमलापति त्रिपाठी : मुझे मान्यवर इसकी सूचना नहीं है। नोटिस दे दें मैं इन्क्वायरी कर लूंगा।

MR. CHAIRMAN: The Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

Railway Division at Coimbatore

*182. SHRI U. R. KRISHNAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under Government's consideration to form a railway division with Coimbatore as headquarters in Tamil Nadu; and

(b) if so, what are the details in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):

(a) No, Sir.

(b) Does not arise.

Diplomatic relations with Maldives

*189. SHRIMATI PRATIMA BOSE: SHRIMATI PRATIBHA

SINGH:

SHRIMATI MARAGATHAM CHANDRASEKHAR:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that India and Maldives have exchanged diplomatic representatives.

(b) if so, what are the details in this regard; and

(c) if the reply to part (a) above be in the negative, by when diplomatic relations will be established?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Yes, Sir.

(b) The Government of India established a resident mission, headed by a Charge-de-Affairs in Male, the Capital of Maldives in September 1976. The Indian High Commissioner in Sri Lanka is concurrently accredited to the Maldives as Ambassador.